

CENTRAL INTELLIGENCE AGENCY

618383

INFORMATION REPORT

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COUNTRY	East Germany	REPORT	
SUBJECT	Neuruppin Airfield	DATE DISTR.	27 April 1954
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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. Aircraft Counts:

- a. 12 January: 25 MIG-15's
4 PO-2's
- b. 17 January: 25 MIG-15's
2 LI-2's
2 PO-2's
- c. 20 January: 27 MIG-15's
32 LI-2's (at 5 p.m. only)
4 PO-2's
- d. 28 January: 28 MIG-15's
2 LI-2's
2 PO-2's
- e. 4 February: the same
- f. 10 February: 25 MIG-15's
2 PO-2's
- g. 16 February: the same
- h. 21 February: the same
- i. 24 February: the same

2. Aircraft Details:a. Markings:

- (1) All MIG-15's were painted silver-grey, with a red Soviet star on the rear

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STATE	ARMY	X	NAVY	X	AIR	X	FBI		AEC						
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25 YEAR RE-REVIEW

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portion of the fuselage. No tactical signs were apparent on any of the aircraft.

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(2) All LI-2's and PO-2's observed on the airfield had an olive-green finish.

b. Fittings:

All MIG-15's observed either parked on the airfield or airborne in the immediate vicinity were without auxiliary wing tanks.

3. Flying Activity:

a. General:

- (1) Throughout the reporting period, even when snow was covering the airfield, 4 MIG-15's were parked in an apparent state of readiness at the take-off end of the runway. No readiness aircraft observed were fitted with auxiliary wing tanks. Near these aircraft stood a jeep, a four-wheeled radio van fitted with a short aerial, and a three-axled Studebaker truck.
- (2) All three groups of nine aircraft blast pens remained empty throughout the period.
- (3) All MIG-15's remaining on the airfield were parked in small groups on the apron in front of the damaged hangers in the south-east of the airfield.
- (4) On occasions when the runway was covered with snow, a truck fitted with a revolving fan on the front proceeded up and down the runway.

b. Detailed Activity:

- (1) During the reporting period, MIG-15's were flown only on four occasions, and then only for elementary flights and landings. Up to 4 PO-2's took to the air on other days, carrying out local flying.
- (2) No formation flying or air-to-air firing exercises were undertaken during the reporting period.
- (3) No night flying took place during the reporting period, but on each evening between 7 and 7:30 p.m., a series of yellow lamps, spaced at about 40-meter intervals, were lighted along the northern side of the runway. Each evening at 9 p.m., the entire airfield landing area, including obstruction lights, was blacked out.

(4) Summary of flying activity:

10 January: No flying

12 January: Throughout the day, 4 PO-2's carried out intermittent local flying.

13 and 14 January: Throughout the day, 2 PO-2's carried out intermittent local flying.

15, 16, and 17 January: No flying whatsoever.

20 January: During the day, no flying whatsoever was carried out, but at 5 p.m., a number of LI-2's started to land on the airfield. By 5:45 p.m., 32 LI-2's had landed. At 11 p.m., these aircraft began to take off, and at 8 o'clock the next morning, only 2 LI-2's were visible on the airfield. These aircraft departed before noon that day.

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- 27 January: Between 8 a.m. and 12:30 p.m., 4 MIG-15's carried out individual flights and landings.
- 28 January: There was local flying by 2 MIG-15's and 2 PO-2's throughout the day.
- 30 January: Between 8 a.m. and noon, 5 MIG-15's carried out short flights and landings.
- 4 February: Throughout the day, 2 PO-2's carried out local flying.
- 7, 8, 10, 11, 14, 16, 20 and 21 February: No flying took place.
- 23 February: 6 MIG-15's carried out individual training flights and landings throughout the day.

4. General:

Since early December 1953, between 350 and 400 families of Soviet personnel stationed in Neuruppin arrived and occupied former German dwellings. About one-third of the families belong to Soviet Air Force personnel stationed at the airfield; the remainder belong to military personnel occupying the various complexes in the nearby town of Neuruppin.

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